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GEOGRAPHICAL RECORD.

COLONIES OF THE UNITED STATES.

THE TELEGRAPH IN THE PHILIPPINES.—The United States Signal Corps has in the past two years erected or laid 2,500 miles of telegraph and cable lines in the Philippines. About 7,000 messages are sent over these lines every day. The plans, as far as outlined, contemplate the connection of Manila by wire with the most important points on all the larger islands between the north end of Luzon and the north coast of Mindanao, a north and south distance of about 750 miles. Two lines of wires now extend from Manila to the north coast of Luzon, one skirting the west shore and the other passing northward through the ricefields of Central Luzon and the rich tobacco district of the Rio Grande de Cagayan to the tobacco port of Aparri. Twenty short lines have been built between the central trunk line in Luzon and important towns east and west of it. Sections of the trunk lines are now in operation in most of the larger islands. Thus, while the development of the system in Luzon is far towards completion, over 150 miles of land wires are now in service in Panay, about 100 miles in Negros and 50 miles in Cebú. With the aid of the British cable to Cebú only about 160 miles of land wires and cable are now required to place Manila in touch with north Mindanao. The first cable in the system to connect all the islands has been laid between Cebú and Leyte. The first purpose of these lines was, of course, to serve American military needs, and they are commercially used very little as yet, but such use is hoped for in a few months.

MAPPING PHILIPPINE WATERS.—Secretary of the Navy Long sent a communication to the Senate in May on the necessity of an immediate survey of Philippine waters, as the existing charts fail to indicate many dangerous reefs, and are otherwise deficient. The present Philippine charts, all of British, Dutch and Spanish origin, are adequate only in respect of the approaches to a few of the larger ports, like Manila, Iloilo and Cebú, which are engaged in direct international trade. But there are many minor ports which will be the only outlets for the products of their districts until railroad building is largely developed. The hemp, tobacco, rice and other products of these districts are collected by small steamers that ply solely in the island trade. Not a few of these little ports, at the head of narrow and rock-strewn channels, are not easy of approach, and the service of local pilots is imperative, for there are no charts. Owing to the exhaustion of the supply of Manila hemp in this country our gun-boats were ordered, early this year, to open the hemp ports, where thousands of bales of this fibre were stored. In February seven of these ports were again made available for commerce. In carrying out this work our vessels picked their way carefully along the channels, one of which, however, was not entered, as no pilot could be found. Not only good charts of the harbors and coast-lines are needed but also exploration of the coast waters for the discovery of menaces to navigation, such as the reef that wrecked the cruiser *Charleston* last year.

HYDROGRAPHIC WORK OF THE COAST AND GEODETIC SURVEY.—Nine vessels of the United States Coast and Geodetic Survey are now engaged in hydrographic operations. The sphere of service of the Survey has been extended by the acquisition of the colonial possessions. Three vessels have been employed on the coast of Porto Rico, where the surveys are nearly completed. It is expected to continue the surveys along the Hawaiian coasts until all portions that are of commercial importance are completely charted.

SOUTH AMERICA.

EXPLORATION OF THE UPPER XINGÚ.—Dr. Hermann Meyer, in 1896 and 1897, made a very fruitful journey in the upper basin of the large Xingú tributary of the Amazon. He returned to this region in 1898 and 1899 to map the sources of the river. According to his report on the result of his latest work (*Verhandlungen* of the Geographical Society of Berlin, 1900, Nos. 2 and 3), the Xingú is formed by the union of five rivers, whose course is nearly parallel—the Kuluene, the Kulisehu, the Auiya, the Batony, and the Ronuro—which in their turn receive numerous tributaries, running much in the same direction as the principal arteries. These watercourses descend from the northern slope of the plateau which separates the basin of the La Plata from that of the Amazon. Although the areas drained are narrow, they receive such a quantity of water that they soon become deep rivers, more than 300 metres wide; and Dr. Meyer is of the opinion that clay deposits under the superficial gravel-beds prevent the water from sinking deeply. The Formoso branch of the Ronuro may be regarded as the head stream of the Xingú. Dr. Meyer descended the great rivers to the Amazon, meeting difficulties at nearly every step. Trees and other obstructions impeded his canoes on the upper river, and the series of falls and rapids farther down exposed his expedition to many dangers. On the Ronuro Dr. Meyer met Indians who did not know the use of iron. The data he collected will greatly improve the mapping of the Xingú basin.

EUROPE.

GOLD IN LAPLAND.—*Le Tour du Monde* (May 19, 1900) says that the Norwegians have begun prospecting for gold in the Altenelv valley, about sixty miles south of Bossekop, in the heart of Lapland. The results thus far have been very satisfactory, and placer operations will be continued during the summer. The geological formation is similar to that of the Klondike region, and it is thought probable that it may contain large auriferous wealth.

RUSSIA'S ARCTIC HARBOR.—*La Géographie* (April, 1900) describes the development of Alexandrovsk, the town which was built by order of the Russian Government about two years ago on the Murman coast. Though situated north of the Arctic Circle, Catherine Harbor, on whose shore the town stands, is ice free, and the water is deep enough for the largest vessels. A wharf has been built out into the harbor about 500 feet. An aqueduct from a lake brings excellent drinking water to the town. Alexandrovsk now contains a population of about 250, mostly officials and laborers, 50 houses, a hotel and a few stores, and is lighted by electricity. Some colonists have settled in the place, and it is expected that most of the inhabitants of Kola, further south, will remove to Alexandrovsk, which has a better location and a milder climate. It is not expected that the town will have large growth until it is connected with St. Petersburg by rail. This road is certain to be built, and it is expected that the port will be the outlet for considerable merchandise from the interior of Russia, as it will have advantages over Baltic seaports, which are frozen over every winter.

ASIA.

THE NEW PORT OF SAN-TU-AO.—It is expected that the port of San-tu-ao, which the Chinese Government opened to commerce last year, will do a considerable business in the export of tea. The river valleys in that district are noted for the excellence of their tea crop. Heretofore coolies have carried on their backs the large tea exports from this region to Fuchau, four days' journey to the southwest. As yet, however, the port shows no indication of rivalling Fuchau in tea exports, as very little commerce has passed through the new port in the past year. Some trouble, it is feared, may be caused by the coolie porters, who will lose their usual means of livelihood when vessels begin to load with tea at the new port.

VOLCANOES IN EAST SIBERIA.—The *Deutsche Rundschau für Geographie und Statistik* (May, 1900) reports the discovery of two volcanoes west of the Yablonoi mountain range, on the Vitim plateau. The volcanoes have been named in honor of the Russian explorers Muschketov and Obrutschev. The mountains are apparently situated over 100 miles to the north of the junction between the Trans-Siberian and the Manchurian Railroads and 150 miles east of the north end of Lake Baikal. No volcanoes have hitherto been reported in any part of Siberia, except in Kamtchatka, where there are a large number that are frequently in eruption.

AFRICA.

THE MOORE EXPEDITION TO TANGANYIKA.—The expedition in charge of Mr. J. E. S. Moore, which was sent from England last year to Lake Tanganyika, has completed its work and is now on the way home. It has proved that the ancient marine fauna discovered in Lake Tanganyika, which indicates the former connection of that lake with the sea, does not extend to any of the lakes situated further north. It has also ascertained that the lake formerly covered a large extent of country, both to the north and south of its present situation; also, that the longitudes previously computed for the lake are erroneous, and that most of it lies about 30 miles west of the position hitherto shown on the maps. The earlier mapping of the coast-lines is comparatively accurate, so that the shape of the lake on the new map will not differ much from the older delineation. But the lake will now be shown as having a more northeast and southwest direction. The map made by missionary Hore has for fifteen years been used in every atlas of Africa, but it has at last met the fate that usually overtakes the early surveys of every region. These pioneer maps answer their purpose very well until finally supplanted by more accurate mapping, the natural result of better instruments and more scientific methods.

GOLD IN KATANGA.—The Katanga Company of Belgium was organized to exploit that large district among the southern headstreams of the Congo known as the Katanga district. It has long been reported that this region was very rich in minerals, and the company expected to give most of its energy to mining. The report of its exploring expedition, led by Mr. Lemaire, is disappointing. He crossed the whole region from the Luapula in the east to Lake Dilolo in the west, and then turning east again followed, for the most part, the water-parting between the Congo and the Zambesi. The geographical results of the expedition are of much importance; but Mr. Lemaire has discovered neither gold nor silver.

> "All that has been said about the mineral wealth of Katanga," he writes, "is the pure product of the subjectivism which is characteristic of the accounts of many travellers."

All he found was a little copper and plenty of iron.

Dr. Ansorge's Trip across Africa.—Dr. W. J. Ansorge has just crossed Africa from the Indian Ocean to the mouth of the Congo. He made the journey from Fort George, on Lake Albert Edward, in Central Africa, to the Atlantic in 79 days, which is remarkably fast time considering that he passed entirely through the great forest belt, where travelling is slow and difficult. In the forest through which his course led to the northwest he met one of the pigmy tribes. When he reached the Ituri River, which is called the Aruwimi in its southern part, he descended it to the Congo, and steam accelerated his journey all the way from the upper river to the ocean. He made a fine collection of birds and butterflies, but it was naturally impossible for him to extend his collections in many other directions during so rapid a journey.

COMMERCIAL GEOGRAPHY.

Emden as an International Seaport.—The *Deutsche Rundschau für Geographie und Statistik* (May, 1900) says that the small city of Emden, which heretofore has had little importance except as a North Sea fishing port and the outlet for garden produce forwarded on small vessels to England, is about to become an important international port. The Government spent much money for its development in 1899, and the work is still in progress. Steamship communications with Danzig, Stettin, Königsberg, London and St. Petersburg are being established. Ample accommodations will be provided for large vessels. The Shantung Railroad Company, which is building a railroad in the Shantung province of China, about 300 miles in length, has stopped its shipments of steel and iron from Hamburg and Bremen and will transfer this business to Emden.

Electricity on the Nile.—*La Nature* says that the Egyptian Government, last fall, instructed Professor Forbes to study the question of the industrial utilization of the cataracts. He spent the winter in upper Egypt and the Sudan. In his report he says that the first cataract at Assuan may be electrically employed to furnish power for the pumps used in the irrigation of lower Egypt, and to run the sugar and other machinery in upper Egypt. He believes also that the second cataract near Wady-Halfa may supply the necessary power to run the Sudan Railroad as far as Abu-Hamed; and that the trains from Abu-Hamed to Khartum may also be electrically run by means of generators installed at the fifth and sixth cataracts. Some other engineers are not so sanguine as Prof. Forbes seems to be of the possibility of utilizing the water-power of the cataracts to so large an extent.

GROWTH OF CONGO COMMERCE.—The expansion of business in the Congo Free State is almost unequalled in Africa. Exportations have doubled and importations nearly so since the opening of the railroad around the rapids only two years ago. The exportations last year amounted to $7,213,591. The exports in 1886 were only $177,286, and in 1896 they were $2,477,919—in other words, they have nearly trebled in value in four years; while the importations, which last year were $4,465,169, were more than twice as much as in 1893. The rapid growth of the rubber industry accounts chiefly for the increased commerce. The value of rubber exported last year was $5,794,701, the next most important item being ivory, $1,511,092; while palm nuts yielded $310,704, and palm oil was exported to the amount of $146,902. These were the only very important articles of export.

DIAMONDS IN BRAZIL.—The diamond industry in Brazil is now carried on only by individuals or small companies working in a crude manner. The yield was never much over $1,000,000 a year, and the product is worth now annually less than $200,000. Still the quality of Brazil stones averages higher than that of the Kimberley output. Brazil gems rarely leave the country until they are ready for the jewellers, for they are cut either at Diamantina, Gouvea or Rio de Janeiro; while the Kimberley stones are sent in the rough to the London market in March every year, and are then distributed to the diamond cutters of Holland and Belgium. In 150 years of mining operations Brazil has yielded about $100,000,000 worth of gems, or a total output that is equalled every six or seven years by the product of the Kimberley mines. The total sales of African diamonds already exceed by millions the value of all the gems Brazil has produced, though African diamond mining has been carried on only about thirty years.

THE POLAR REGIONS.

SOME RESULTS OF THE BELGICA EXPEDITION.—M. E. Racovitza summarizes in *La Géographie*, No. 2, the work done in the Antarctic by the *Belgica*.

Palmer Land was found to be a vast archipelago of little islands. Hughes Gulf is the entrance of a strait which connects Bransfield Strait with the Pacific. This strait extends in a northeast-southwest direction from 63.51° to 65°, South Lat. The Pacific end, which is called Belgica Strait, is probably Dallmann's Bismarck Strait, erroneously placed by him too far to the south. Trinity Island is only the cape of a body of land to which has been given the name of Danco Land. This forms the eastern shore of Belgica Strait, and is nothing more than a continuation of Graham Land.

The sides of Belgica Strait are high and mountainous, with steep slopes and narrow valleys, and one peak appeared to be more than 2,000 metres in height.

The channels, which have great depths in the middle, lead through almost vertical banks, and the whole aspect is that of a sunken region in which the valleys have been invaded by the sea.

These lands are entirely formed by ancient crystalline rocks, granites, green stones and syenites. Gneiss was seen only at the mouth of the Pacific Strait.

In January and February some of the small islands were only partially covered with ice, while all those of a larger extent and Danco Land were completely covered with an immense crust of ice, which showed itself under three different forms. The interior was all occupied by a frozen sheet, which may be compared with the Greenland inland ice. Everywhere upon the mountain sides were suspended glaciers, and in all the valleys tremendous crystalline currents, which ran into the sea; alone the perpendicular cliffs showed a naked rock. The limit of eternal snow coincided here almost to a certainty with the level of the sea.

Another important geographical discovery is that of a continental tableland or plateau, situated between longitude 75° and 103° west of Greenwich, and from latitude 70° to 71° 35′ South. The mean depth in which it is is 500 metres, with an abrupt fall to 1,500 metres towards the north.

The depth of the continental plateau, generally placed at from 200 to 300 metres, shows that this region underwent also the depressive movement which was remarked in the lands of Belgica Strait.

The plateau rises gently towards the south and sinks in its eastern portion towards the north to connect itself most assuredly with the continental plateau of Graham and Alexander lands. It must connect in a similar manner towards the west, 50° further, with the continental plateau discovered by Ross, east of Victoria Land. We should then have a continuous continental mass from longitude 50° west to longitude 60° east, and the discovery made by the *Belgica* gives support to the hypothesis of an Antarctic continent. The sediments contain, beside the gray slime, a very strong proportion of sand, gravel, and a very great number of pebbles of rounded form, which were certainly rolled by the sea. The transport of these materials must have been made by the ice. If this plateau indicates the existence of a continental mass south of the 72° parallel, inversely the driftway of the *Belgica* demonstrates the non-existence of the ice-wall signalled by Bellingshausen; and the same thing may be said of the land signalled by Walker, since we passed with the ice-drift over its supposed spot. The easy drifting of the pack towards the west renders impossible the presence of the land signalled by Cook towards longitude 105° west.

THE DANISH METEOROLOGICAL INSTITUTE has published information on the state of the ice in the waters east and west of Greenland in 1899. This information has been compiled by Capt. V. Garde, from observations by the captains of sealing and whaling vessels, from Danish functionaries in Greenland, from Admiral Makarof of the Russian Navy, from the meteorologists of the Swedish expeditions in the Arctic, and from the members of the Danish expeditions to the east coast of Greenland.

Six maps, one for each month from March to August, illustrate the report.

Capt. Garde's study of the observations brings him to the following conclusions:

(1) In the Kara-Sea, in the western part of Barents Sea, S. E., and partly N. of Spitsbergen and in Smith Sound, there has been more than the normal quantity of ice.

(2) South of Franz Josef-Land and on the east coast of Greenland there has been considerably less ice than usual.

In Davis Strait the conditions were nearly normal, and in Baffin Bay and Melville Bay the state of the ice was more favorable than in 1898.

The extraordinary scarcity of icebergs in the southern part of Davis Strait in the summer of 1899 is explained by the very great number of bergs (about 2,000) which were met with at Cape Farewell in October. These were undoubtedly the same that were observed by Lieut. Amdrup in July, a little to the north of Angmagsalik.

It is thought that the spring season this year will be a favorable one on the south-west coast of Greenland.

The following telegram to the Brooklyn *Standard Union* was published by that paper on the 9th of June:

ST. JOHNS, N. F., June 9.

The Peary Arctic steamer *Windward* came out of the dry dock to-day, having fully completed the extensive repairs which have been in progress for several months, and will shortly leave for Sydney, C. B., in command of Capt. Samuel W. Bartlett, to take on coal and supplies for her voyage to the North. While the new engines desired have not been obtained, in consequence of the utter inability of manufacturers both in Great Britain and in America to take up the contract, a new shaft and propeller have been supplied, the old engines thoroughly overhauled and put in the best possible order, so that at least a knot and a half an hour in speed has been gained, bringing the *Windward* up to the *Kite* of the 1891–1892 and 1895 expeditions. In addition, the hull has been thoroughly rebuilt, strengthened, both within and without, and the *Windward*, as a whole, is in far better condition than she has been for years, new boilers having been installed by Mr. Harmsworth shortly before he turned her over to Mr. Peary in 1898.

The *Windward* will this year sail as an American ship, so far as her nationality is concerned, the necessary legislation by Congress having been approved by President McKinley, though, not having entered an American port, the formal register has not yet been issued. Capt. Bartlett has, however, a copy of the act, certified by the Secretary of the Treasury, upon which the United States consuls and foreign authorities of any port will permit the *Windward* to fly the Stars and Stripes. The rebuilt *Windward* will be, therefore, the first Arctic expedition steamer to carry the Stars and Stripes at the peak since the ill-fated *Polaris* left the Brooklyn Navy Yard in July, 1871, under command of Capt. Charles F. Hall, who died on board a few months later.

The expedition will sail from Sydney about July 1, and proceed directly, with a call at Disco, to Etah, North Greenland, Mr. Peary's winter quarters, where instructions from him will doubtless be found, or, if not, will be awaited. The *Windward* will take with her the maximum quantity of coal which she can carry; additional lumber, oil, sugar, arms, ammunition, provisions, scientific instruments, and everything which is necessary for Mr. Peary's work. The *Windward* also takes two new whaleboats, built at New Bedford, for the Peary service, thoroughly equipped in every detail.

It is, however, quite possible that Mr. Peary may have attained the Pole this spring, in which case he will, of course, return with the ship; if not, the additional equipment, with what remains of the forty tons of supplies left at Etah by the *Diana* last year, will be ample for the remainder of the time which he will devote to his work. Upon the arrival of the *Windward* at Etah, Mr. Peary will assume command, and her further movements will be subject to the conditions of his work and to his instructions. No passengers will be taken on the *Windward*, the Danish Government having qualified their permission to land at the Greenland ports with the condition that tourists should not be carried. Mrs. Peary and Miss Peary, however, will go North on the steamer as far as Etah, and it it probable that the *Windward*, if she returns will bring home the Robert Stein party, landed near Cape Sabine by the *Diana* in August last.